

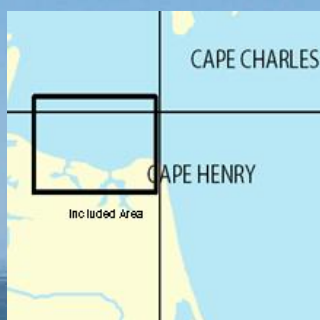
# BookletChart™



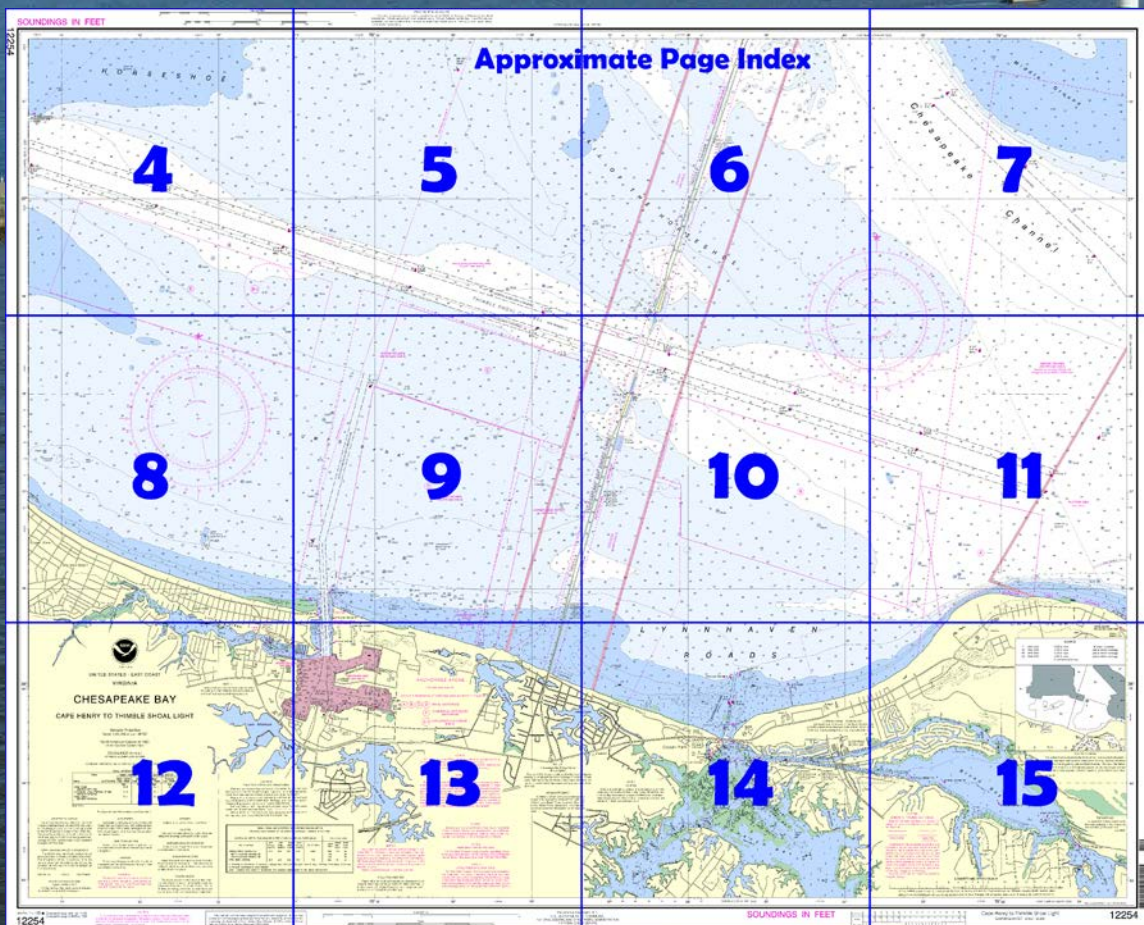
## **Chesapeake Bay – Cape Henry to Thimble Shoal Light NOAA Chart 12254**

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12254>



#### (Selected Excerpts from Coast Pilot)

**Naval and general anchorages** are south of Thimble Shoal Channel.

Thimble Shoal Channel is a **Regulated Navigation Area** and draft limitations apply. A vessel drawing less than 25 feet may not enter the channel, unless the vessel is crossing the channel.

**Lynnhaven Roads** is protected from southerly winds and is used as an anchorage. The former dumping ground in the western part of the bight has shoals and obstructions

with depths as little as 11 feet; elsewhere general depths are 20 to 28 feet. Eastward of Lynnhaven Inlet, the 18-foot curve is no more than 0.3 mile from shore; westward of the inlet, the shoaling is gradual and

depths of 18 feet can be found 0.8 mile from shore.

There are two small-craft openings in the Chesapeake Bay Bridge-Tunnel south of Thimble Shoal Channel. Each has a clearance of 21 feet.

**Lynnhaven Inlet** is subject to change. In February 2000, the controlling depth in the entrance channel was 6½ feet. The inlet is marked by lights.

**Lynnhaven Bay** has depths of 1 to 10 feet.

A dredged channel leads eastward from the north end of the large basin, and another dredged channel leads eastward from the south end of the basin; the southerly channel is marked by a light and daybeacons. The north and south channels converge near Daybeacon 6 and continue to **Broad Bay**. The channel to Broad Bay is marked by daybeacons, and a light at the east end, in Broad Bay. In April 1998, the controlling depth was 5½ feet (7½ feet at midchannel) in the northerly channel, thence 7 to 10 feet in the large basin with lesser depths of 3½ to 6½ feet in the NW corner, thence 7½ feet (9 feet at midchannel) in the southerly channel to Daybeacon 6, where the north and south channels meet; thence in 1997, a controlling depth of 8 feet was in the channel to Broad Bay.

**Caution.**—It is reported that this channel has very heavy boat traffic and is especially congested on summer weekends.

An alternate route to Broad Bay is through **Long Creek**. In August 1991, the controlling depths in Long Creek were 5½ feet (7 feet at midchannel) from Daybeacon BL to Great Neck Road bridge; thence 8 feet in the remainder of the creek to Broad Bay.

Depths in Broad Bay are about 6 to 7 feet. A marked channel leads southeastward through. In 1998, the controlling depth was 6 feet to the head of the project at the northern entrance to Linkhorn Bay.

Small-craft facilities are inside Lynnhaven Inlet and in Linkhorn Bay.

An alternate route to Broad Bay is through **Long Creek** which branches northeastward from the dredged channel in the vicinity of Daybeacon BL. In 2006, the controlling depth in Long Creek was 5 feet to Broad Bay. The 40-foot span of the Great Neck Road Bridge over Long Creek has a clearance of 20 feet.

Depths in Broad Bay are about 6 to 7 feet. A marked channel with a dredged section leads southeastward through **The Narrows** to the southern end of **Linkhorn Bay** near Virginia Beach. In June 2008, the controlling depth was 6 feet to the head of the project at the northern entrance to Linkhorn Bay.

Small-craft facilities are along the dredged channel from Lynnhaven Inlet to Broad Bay, in Long Creek and the east fork of Linkhorn Bay.

**Little Creek** is entered between jetties 8 miles westward of Cape Henry Light. Most of the creek comprises the **U.S. Naval Amphibious Base**, but the Virginia and Maryland Railroad operates car floats from the south end terminal to the town of Cape Charles on the Delmarva Peninsula; small craft use the west arm.

A dredged channel in Little Creek leads to a basin off the railroad terminal, 1.2 miles south of the jetties. In 2009, the controlling depth in the channel and basin was 20 feet. The channel is marked by a **177°30'** lighted entrance range and by lights. **Little Creek Coast Guard Station** is eastward of the railroad terminal.

**Fishermans Cove**, on the west side of Little Creek, has fuel and berthing facilities for small craft. A **speed limit** of 5 knots is prescribed for Fishermans Cove.

Naval **danger zones** and **restricted areas** extend northward from the vicinity of Little Creek to the edge of Thimble Shoal Channel. (See **334.310** and **334.370**, chapter 2, for limits and regulations.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Norfolk

Commander  
5th CG District  
Norfolk, VA

(575) 398-6231



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

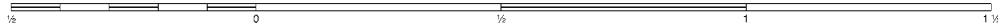


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

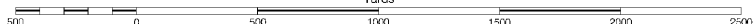
These volumes are available online at <http://www.navcen.uscg.gov>

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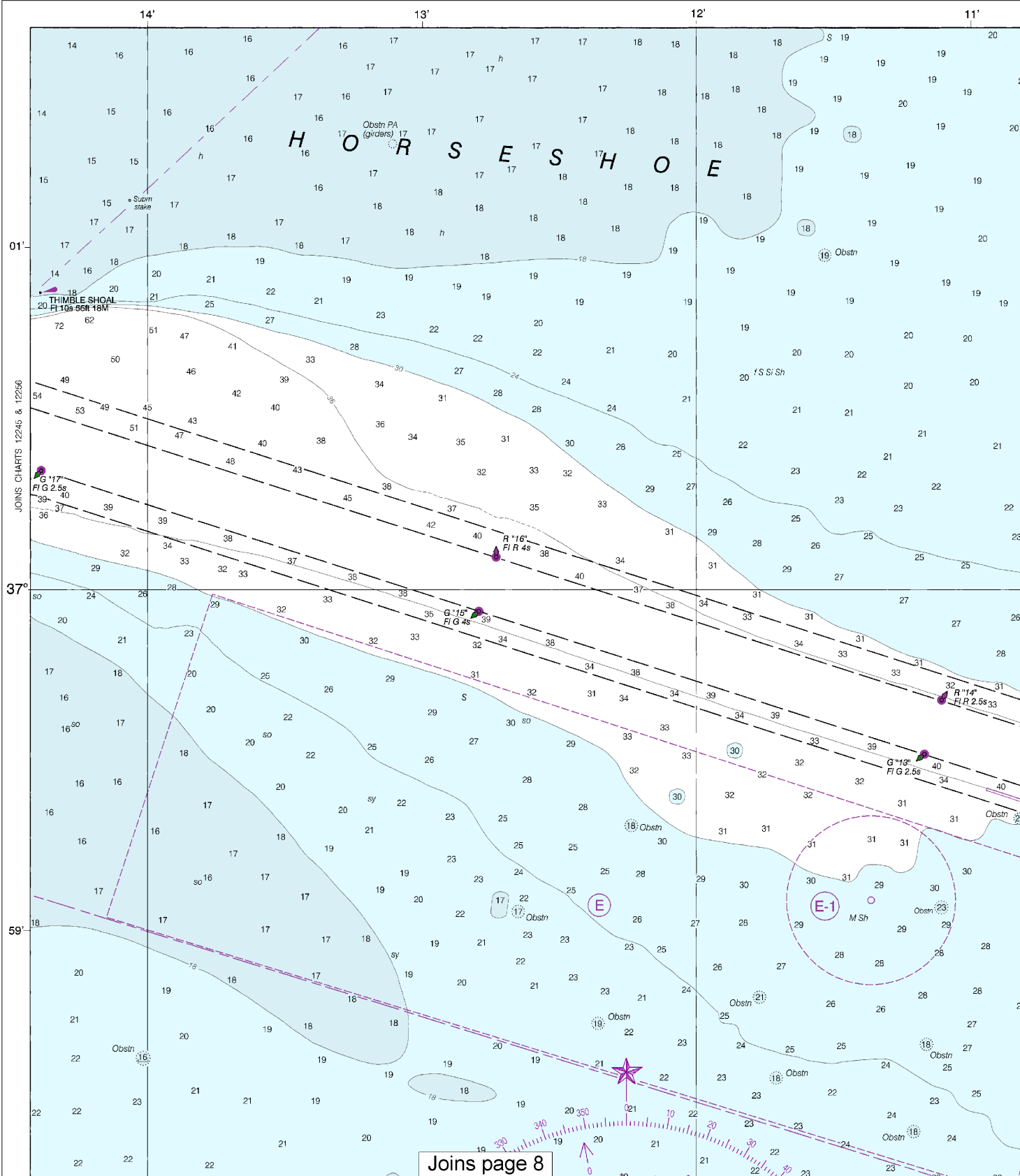
Nautical Miles



Yards



12254



4

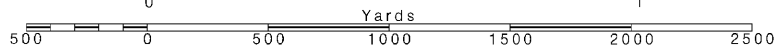
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.

Nautical Miles



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Joins page 5

Joins page 10

Note: Chart grid lines are aligned with true north.

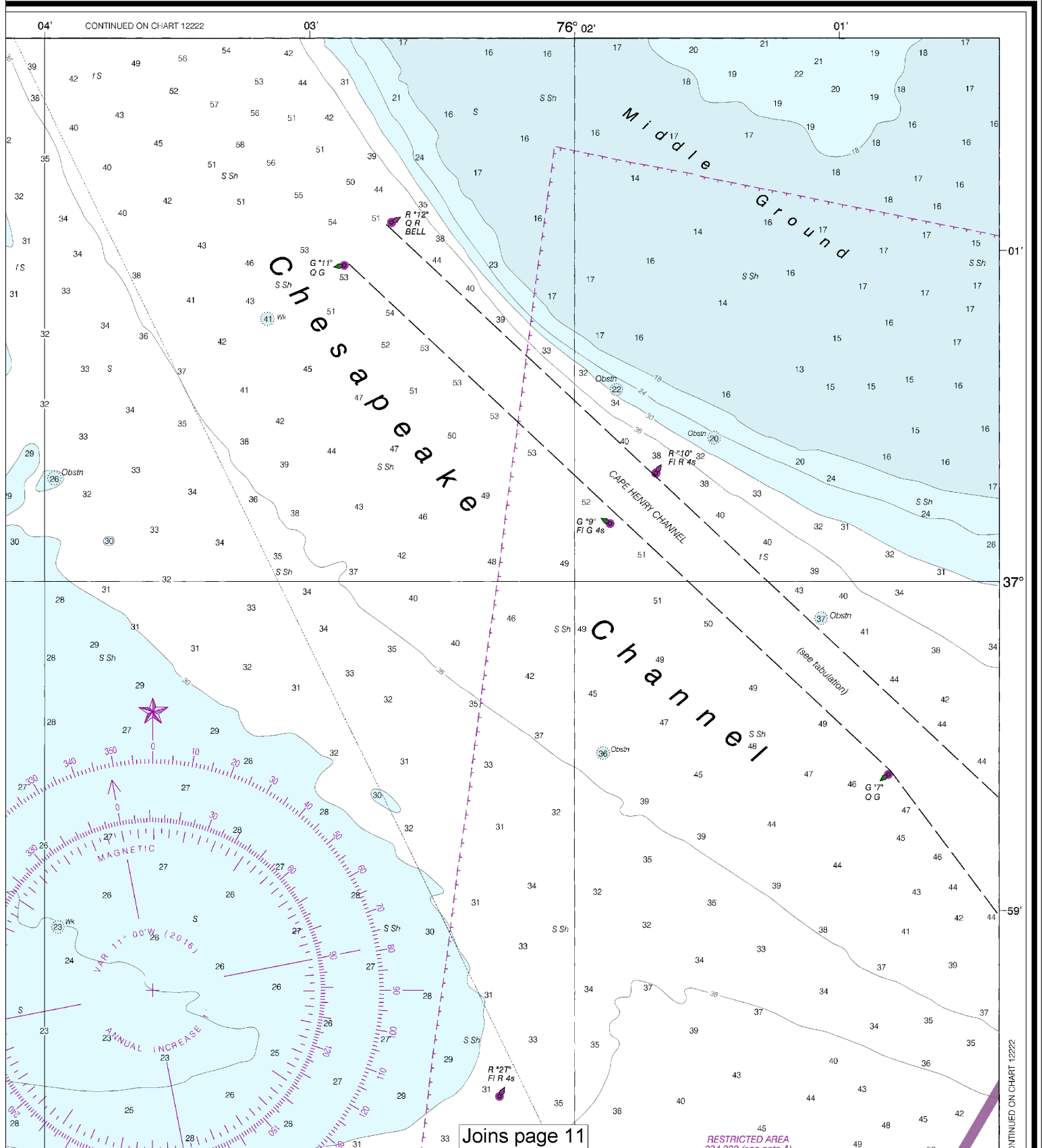
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.

Yards

1 1/2



Joins page 4

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Obstrn 18

Obstrn 19

Obstrn 21

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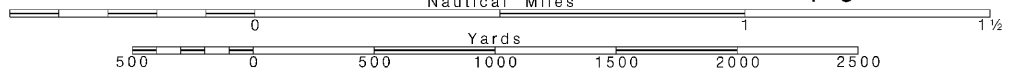
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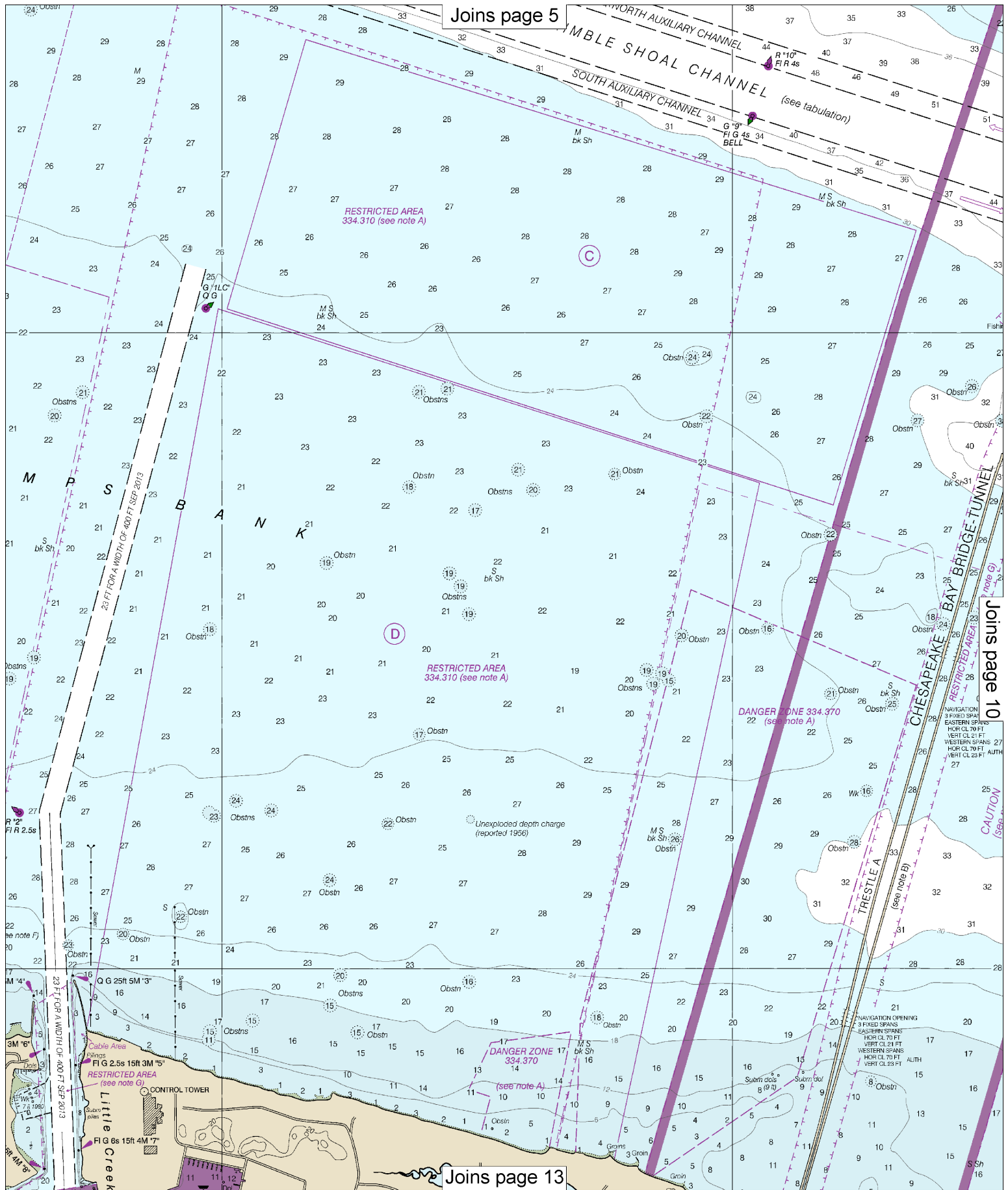
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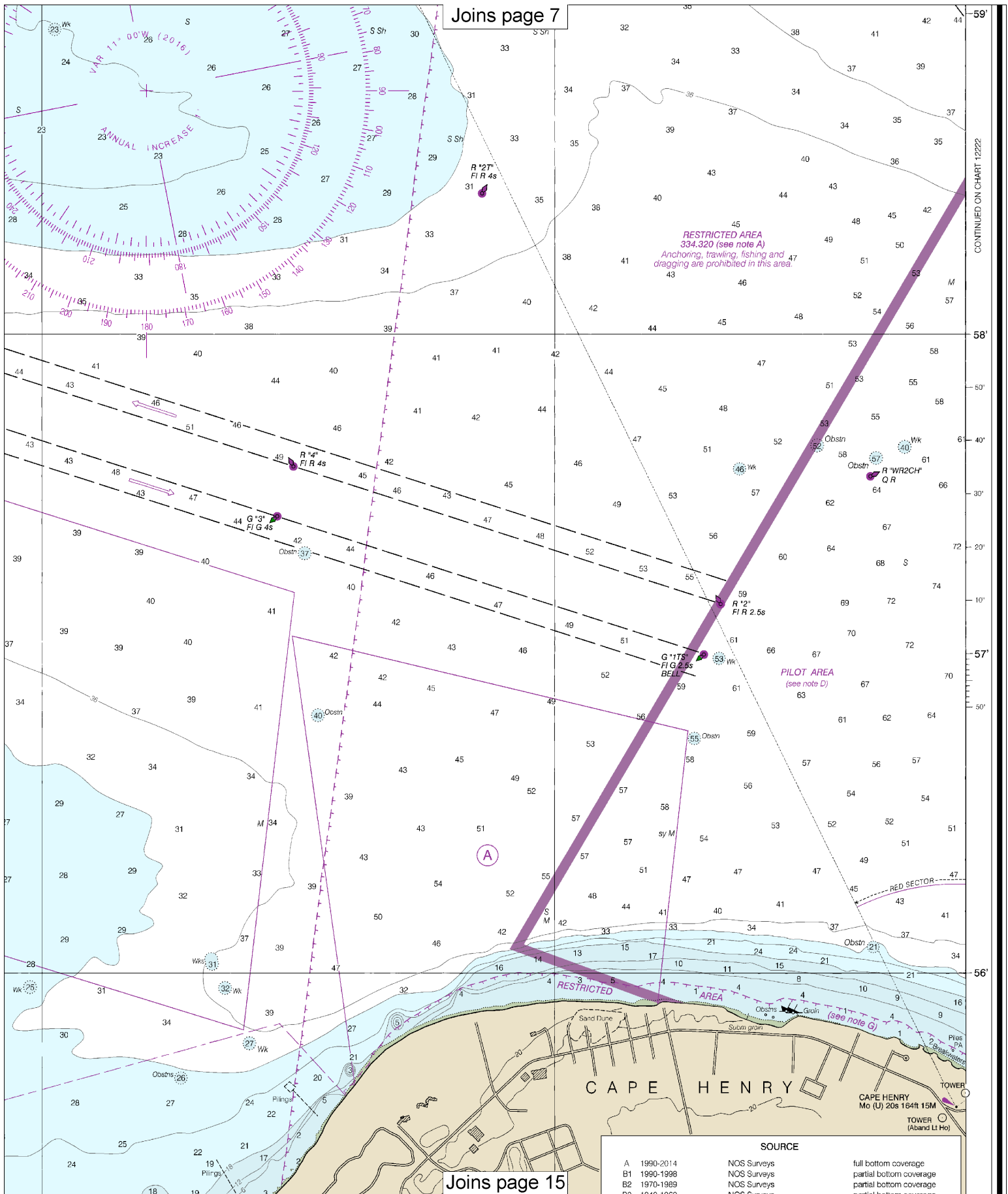
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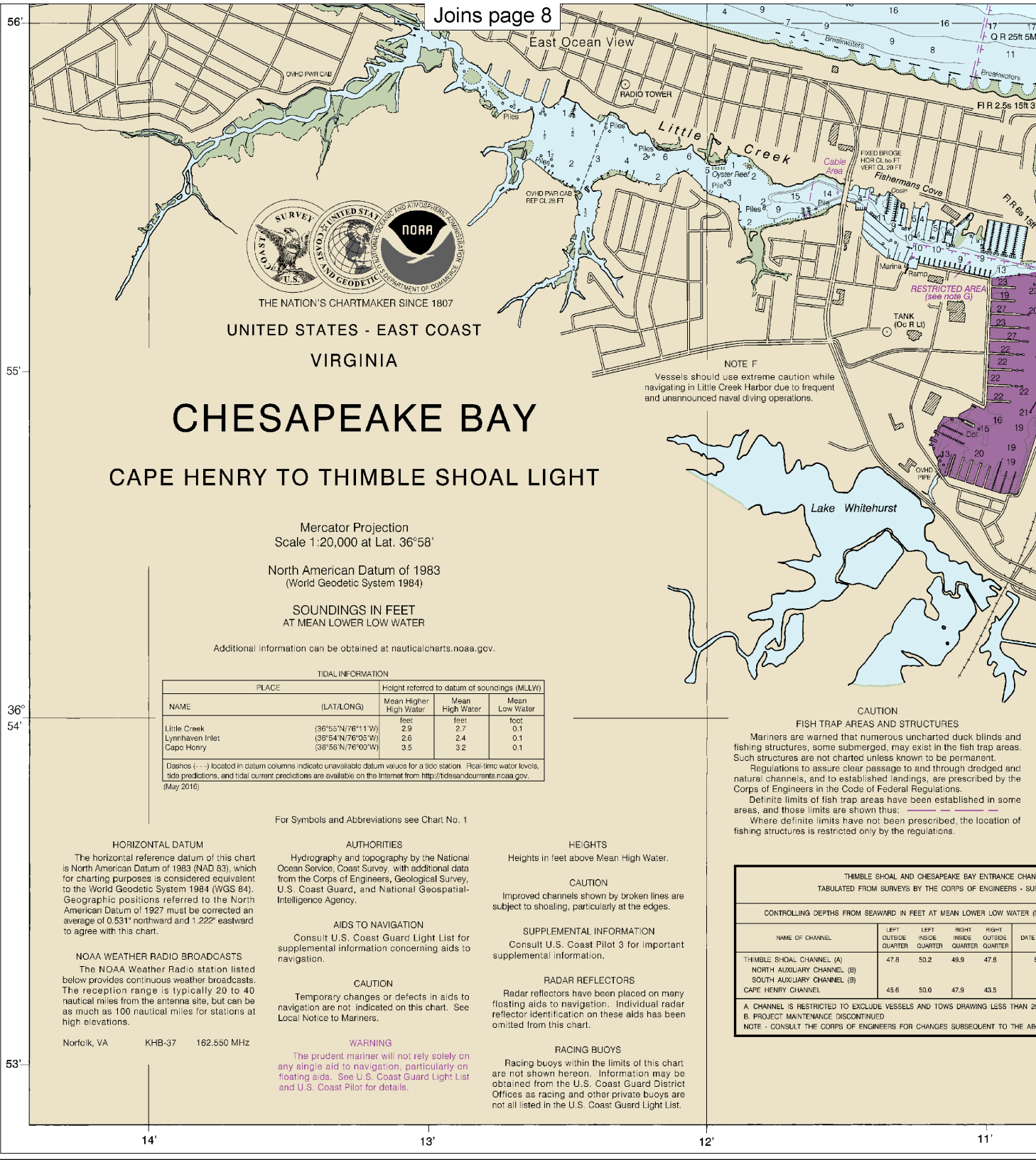
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12254

50th Ed., May 2016. Last Correction: 11/16/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016)

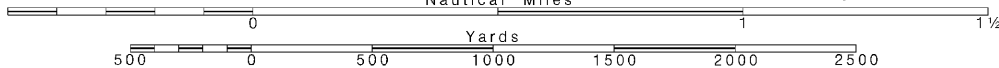
12

Note: Chart grid lines are aligned with true north.

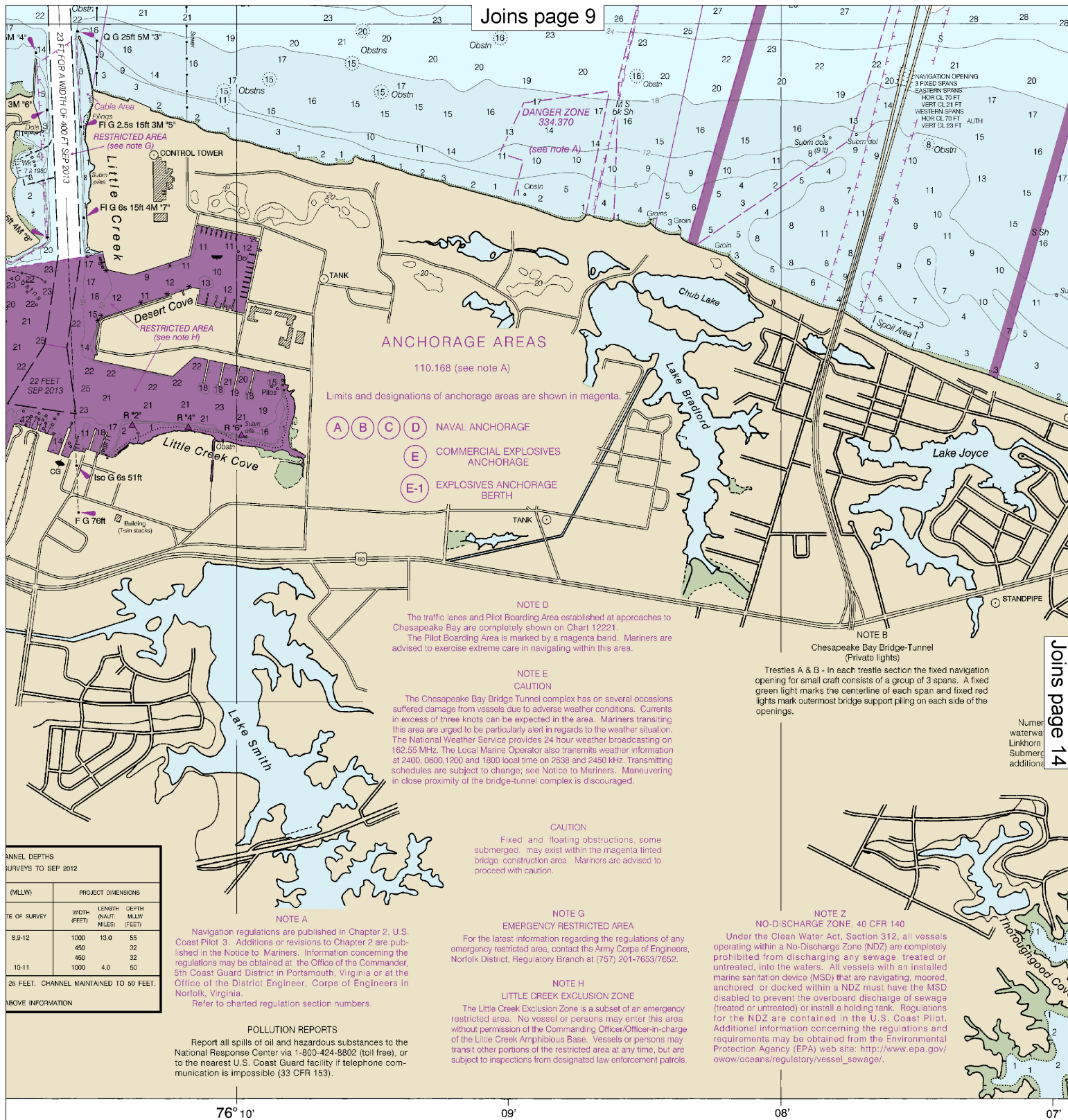
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Nautical Miles

See Note on page 5.

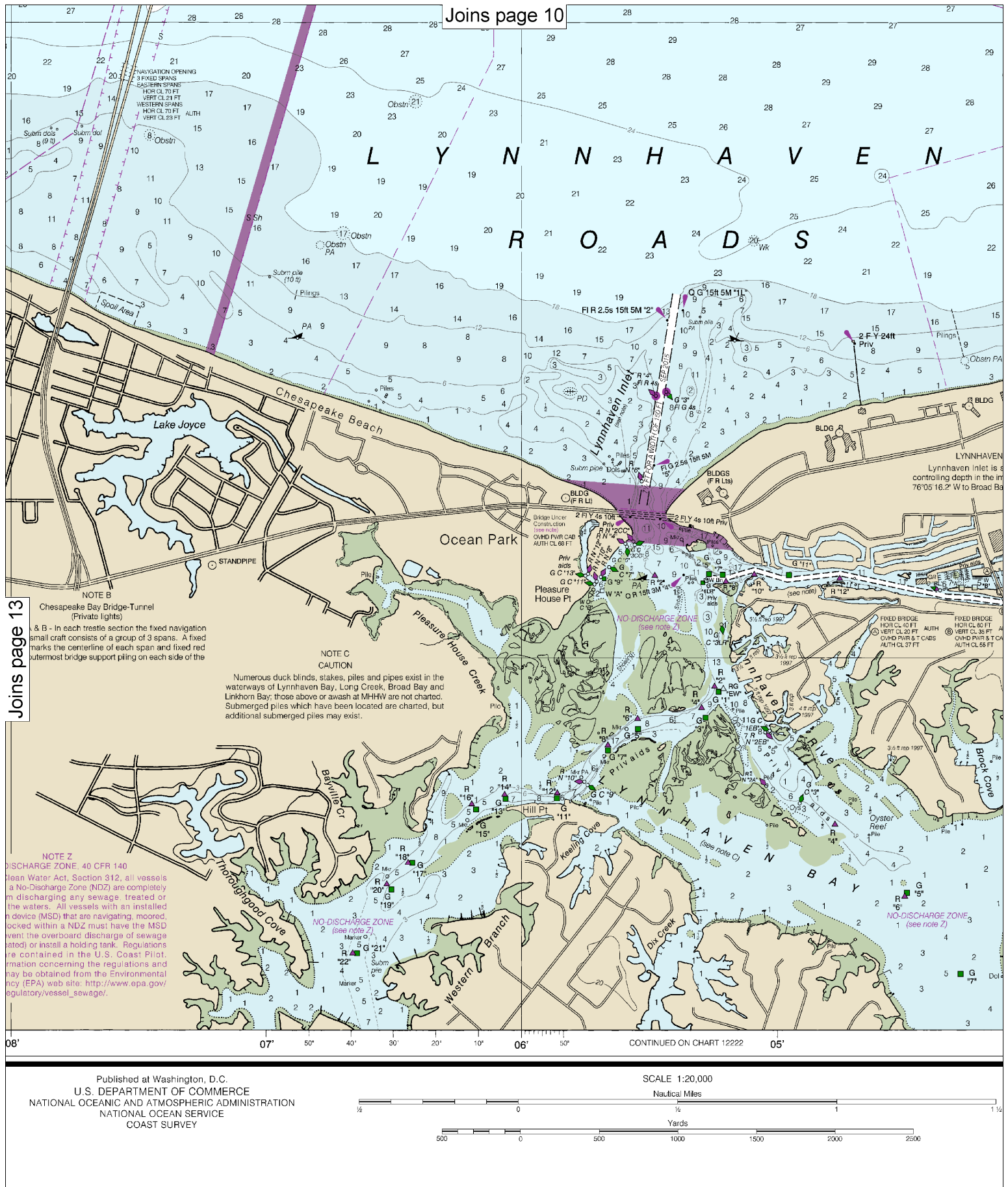






SOUNDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Joins page 13

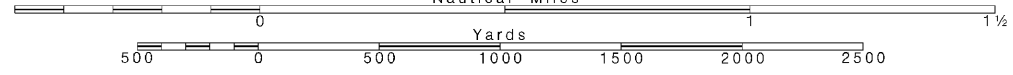
Joins page 10

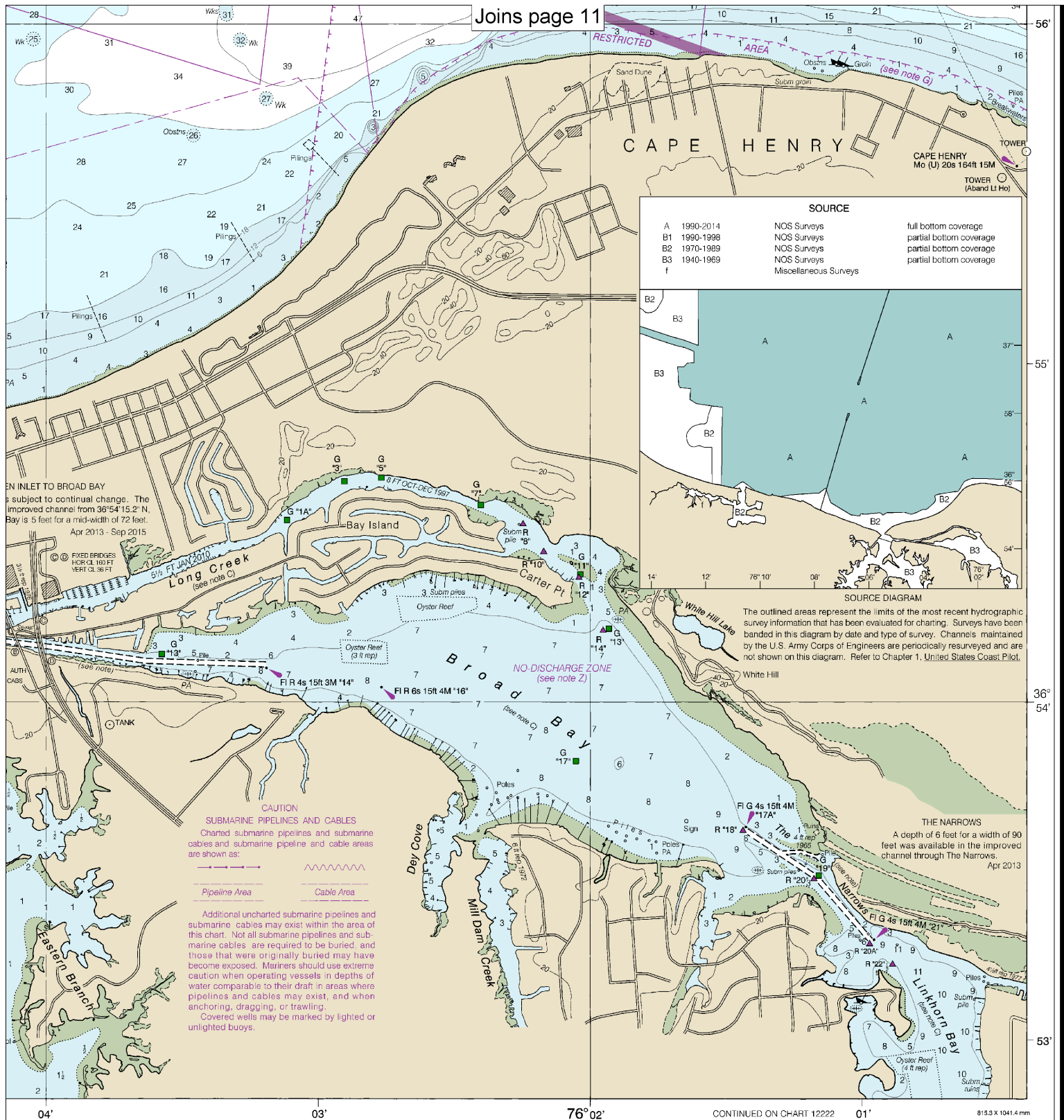
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cape Henry to Thimble Shoal Light  
SOUNDINGS IN FEET - SCALE 1:20,000

12254





## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

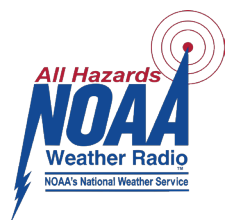
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.